They Show a Deficit for 1908 and a Large Floating Debt-The Fiscal Year Has Been Changed to End on June 31 Instead of December 31 and Company Here Has Given Out No Figures.

The receipt in Wall Street yesterday of a despatch from the City of Mexico containing a report of the operations of the Mexican Central Railway for the fiscal year ended Dec. 31, 1903, which showed a serious deficit for the year and set forth alarge floating debt, brought out this statement from Henry Clay Pierce, the chairman of the Mexican Central Railway Com-

The annual report of the Mexican Centrai Railway Company, Limited, for the year 1903 has not been issued and is being prepared to include the first six months of 1904, as some time ago the fiscal year was changed to begin July 1 instead of Jan. 1. The figures given in a news agency's bulletin to-day are not correct and no figures have been given out from the Mexiican Central office here."

This statement of Mr. Pierce contained the first information that the fiscal year of the Mexican Central had been changed. There had been a great deal of curiosity in Wall Street over the delay of the company in making an annual statement, the deav having run into several months on the basis of the old fiscal year. The statement was also a surprise to some of the higgest bond and stock holders of the company in this city, who said that they had had no intimation of such a change.

One of these bondholders intimated that the further delay in making a report for the year was not entirely disingenuous, inasmuch as the showing of the road in the last year was very poor and a bondholder's committee had been formed to look after the safety of the company's bonds. He said that he understood that the Mexican Government required a statement from all railroads at the end of the calendar year and that it was this statement which the news agency had published and which brought out from Mr. Pierce the news of the change in the company's

The figures of the report, after showing gross earnings amounting to \$25,064,354 in Mexican money, which is a decrease of \$3,932,130 as compared with 1902, state that there is left as total income in United States currency \$2,577,846 with which to pay charges of \$3,819,284. The result is a deficit of \$1,241,438. While some of this decline may be attributed to the fluctuations in Mexican currency the most of it is due to a year of particularly poor business which compelled the management of the road to take money from the subsidy fund recently to meet its July interest payment and which has also resulted in the formation of a practical protective organization of bondholders headed by Speyer & Co. and Kuhn, Loeb & Co., who believe that the condition of the property calls for drastic measures. gross earnings amounting to \$25,064,354 calls for drastic measures.

calls for drastic measures.

In the report of the company to the Mexican Government the amount of floating debt on Dec. 31 was put at \$7,225,589. This has increased since and in order to care for it the management has arranged the sale, according to reports, to German bankers of \$4,000,000 worth of 2½ year notes—on what is said to be an \$ per cent. hasis, including commissions, with an option given to the bankers to take \$5,000,000 more notes at the same rate. It is said that option given to the bankers to take \$5,000,000 more notes at the same rate. It is said that an option was also given for the purchase of \$13,000,000 worth of the bends of the company at 55, which would not some 14 percent to the bankers if the option were

en up.

he report itself, the accuracy of the res of which, it will be noticed, is not ied so far as the company's operations up to Dec. 31, 1903, are concerned, is as follows:

Gross	1903. \$25,064,854 18,941,206	1902. \$21,182,227 15,170,671	Inc.	\$8,932,127 3,770,584
Net United States Net Other Income	\$2,577,846	\$5,961,606 \$2,513,394 279,234		\$161,548 \$64,462
Total income.		\$2,792,618 3,289,021		\$214,772 530,263
Deficit	\$1,241,438	\$496,403	Inc.	\$745,035

EXTRA N. P. DIVIDEND.

Talk of Finding a Way to Pay Income to Northern Securities Stockholders.

The directors of the Northern Pacific declared at their regular dividend meeting vesterday the regular quarterly dividend of 11/2 per cent. and an extra dividend of ¼ of 1 per cent. on the company's stock. The dividend will be paid to shareholders legally entitled to receive it, the dividends on Northern Pacific stock owned by the Northern Securities Company being held in the treasury pending the settlement of the Northern Securities case. The statement by Mr. Hill, as reported

in THE SUN yesterday, regarding the closing of the Northern Securities Company's books on July 30 and the contingency of a disburse ment of some kind was much commented on in Wall Street yesterday. It was sug-gested that a plan was under consideration gested that a plan was under consideration by Northern Securities interests which might follow out the suggestion of Judge Bradford that some extrajudicial way could be found of preventing hardship to stock-holders through the holding up of dividends. It was suggested also that the plan might be one by which the Northern Pacific and the Great Northern could deposit the dividends accruing to the Northern Securities Company in friendly banking institution and that Northern Securities interests could easily arrange loans from these institutions with which to buy up the rights of other Northern Securities stockholders to the moneys which they will eventually receive.

James J. Hill was not in town yesterday, but is expected to be at his office to-day.

NO CALL FOR FEDERAL MONEY.

Government Not to Touch Its Deposits in the National Hanks. WASHINGTON, July 20 .- It was said at

the Treasury Department to-day that there would probably be no call on the national bank depositaries for a withdrawal of Federal moneys in order to increase the depleted working balance in the Treasury, proper. The season is approaching when proper. The season is approaching when the secretary usually increases the deposits in national banks in order to assist in the movement of crops. Secretary Shaw may not be able to extend the usual aid this year, on account of the State of the Treasury balance, but, on the other hand, he does not wish to withdraw any funds from banks unless it becomes positively necessary.

The cash balance dropped to \$148,108,048 to-day, of which only \$26,702,820 is in the Treasury proper and \$121,899,719 in national banks to the credit of the United States.

FINANCIAL NOTES.

The United States Realty and Improvement Company, by J. M. Stoddard, president, gives notice to the stockholders of the United States Realty and Construction Company that the time within which their stocks may be deposited with the New York Security and Trust Company, in exchange for the stock and bonds of the United States Realty and Improvement Company, upon the terms stated in the offer of June 30 last, has been extended to and including Sept. 1 next. All honds delivered in exchange for stock deposited after Aug. 1 will have the first coupon detached and will not, therefore, begin in draw interest until Jan. 1, 1995.

GOSSIP OF WALL STREET.

fifteen minutes of trading yesterday be-wildered the bull element. It showed that the market could go down as well as up. When, after an hour or so of hesitation, prices start up again at 2:15 o'clook that being the time at which deliveries on the previous day's contracts are completed, the tendency of the market for the remaining three-quarters of an hour is likely to be upward. Similarly, a reactionary tendency developing at 2:15 o'clock is likely to lead to a weak closing. This is one of the best known rules govern ing spoulative action, and when it falls to hold good it is generally because too many traders are acting on it. Immediately after delivery hour yesterday the market began to advance. Union Pacifio, which had reacted to 88, recovered to the highest point proviously reached which was 39 and other previously reached, which was 99, and other stocks rallied proportionately. Everybody began then to look for a repetition of what occurred in the last hour on Tuesday. This flurry subsided abruptly, however, and the market control of the last hour on the last h market came to almost a standstill. At 2:45 o'clock an urgent selling movement started, and the bull party seemed either unable or unwilling to check it. The active stocks sold off very rapidly, showing losses at the close of 1 per cent. or more from their high-Union Pacific sold down to 97%. showing an extreme reaction of 1% per cent. It closed at 97%. Other stocks that de-clined 1 per cent. or more from their high prices were Atchison, St. Paul, Misseuri Pacific, Pennsylvania, Reading, Southern Pacific and Steel preferred, all of them having been very prominent in the advance.

When the reaction began traders who had been playing for it doubled up; others who had been waiting to sell out long stocks on a bulge in the last hour threw their stocks over because they thought they had misread the market, and thousands of shares were sold out on the stop orders with which timid traders had been following up their speculations. Many who did not believe in the advance had been going with it, protecting themselves with stop orders close to the market. An example may be cited: A man bought Union Pacific at 97% in the forencon because it looked so strong. He believed neither in the market nor in Union Pacific, so he put a stop on his Union Pacific at 98%. After the stock had advanced to 98 he cancelled his first stop order and put in another at 97%. Later, when Union Pacific was selling around 99, he cancelled the 97% stop and ing around 99, he cancelled the 97% stop and put in another at 98. He was, of course, sold out on the break. The market was fairly honeycombed with these stop loss orders when the reaction began, and traders offered

The reluctance to carry long stocks overnight was due largely to the fear of unfavorable developments in the foreign situation.

Many traders had made up their minds to be out of their stocks before the close of the market, and to buy them back this morning if it seemed advisable, and when they were disappointed at not getting a bulge in the last hour on which to sell they sold on the

One broker who had advised his clients to sell out on any further advance in the last hour kept them long of the market overnight, changing his mind when the reaction came. His reasons for doing this he stated came. His reasons for doing this he stated as follows: "Everywhere I went around the room I found traders selling stocks and hammering the market. I didn't like the idea of selling with them. I felt more like buying a few stocks on the break. I saw traders who had been losing heavily on the short side bucking the rise, doubling up on this I point reaction. The selling, in other words, looked weak and hasty to me, and I concluded that it would be wise to and I concluded that it would be wise to carry stocks oversight and risk taking less for them in the morning than to be stampeded into selling out with all the room crowd for company.

The habit of writing commission house letters and other stock market stuff before the close of trading results occasionally in important emissions which must seem strange to those who receive such writings on the following morning. That happens when the market undergoes an abrupt change of aspect in the last few minutes of trading. as was the case yesterday after most of the day's stock market literature had been written. Very few of the commission house letters that went out of Wall Street last night contained any reference whatever to the break that took place after 2:45 o'clock.

"This market." said one trader to another yesterday, "looks very tired at times, and a man sells it and then it freshens right up." "Yes," said the other trader, "every little while it goes over to Eberlin's and gets refreshed and then starts up again."

It was everybody's information that Union Pacific would sell at par yesterday. It sold at 99. Seldom is a speculative tip, anonymous or other, so widely circulated as that one yesterday predicting par for Union Pacific It was not only received in every corner of Wall Street, but was telegraphed to every outside point at which there was any specula-tive interest in the market. Union Pacific was the leader of the market in point of activity, having a volume of more than 185,000 shares. The movement was said to have been started by Rarriman & Co., who were credited with purchases of more than 10,000 shares. Dick Bros. also were heavy buyers. Big orders were distributed among twenty more prominent houses, and the trading was so furious at times that nobody could follow it intelligently. The stock's tremendous activity was not continuous; it came in spasms. After it had sold at 99 the first time, H. Content was reported to be selling it heavily. On the break to 97% in the late trading Gates & Co. were said to be buying the stock heavily. Under cover of Union Pacific's extraordinary strength, Southern Pacific was, some thought, being quietly sold on a pretty

After the close of the market yesterday Unior Pacific began to be advertised for a further advance. The information on it was more buillish than ever.

The demand for stocks in the loan depart-The demand for stocks in the loan department yesterday afternoon was about as active on the whole as at the close of business on Tuesday, but there had evidently been some little shifting of the short interest. The demand for Atchison was less urgent, while that for Steel preferred, St. Paul and Pennsylvania was increased. The supply of everything was adequate. At midday Steel preferred for delivery bafore 2:15 o'clook on Tuesday's for delivery before 2:15 o'clock on Tuesday's contracts was reported to again be lending

The bull crowd in Atchison was said yester-The built crowd in Archison was said yester-day to be taking profits on an extensive scale. thates & Co, were reported to be selling freely. Atchison failed at any time during the day to repeat the high price reached on Tuesday, but on the reaction in the late trading is showed about as much resistance to the sell ing as any corresponding stock.

Ladenburg, Thalmann & Co. were heavy buyers of Erie common.

Continued opposition to the advance on the part of the professional element was a conspicuous feature of the market again yesterday. Traders have lost a great deal of money fighting the rise and playing for a reaction. It has occurred to more than one shrewd observer of the market that the bull forces were encouraging this opposition. Sentiment strongly favored a reaction yesterday. The reaction that came in the last fifteen minutes was hardly the kind of a reaction that was expected, but it nevertheless met a demand that had begun to be very pronounced. Brekers who have felt that there ought to be some reaction have been keeping their clients out of the market. keeping their clients out of the market.

Several stocks that have been prominent in this upward movement show "double tops" on the charts, and while the mere making of posited after Aug. I will have the first coupon detached and will not, therefore, begin
lo draw interest until Jan. 1, 1905.
In the auction room yesterday 123 shares
of the Bement & Seitz Company of Evansville, Ind., which have been advertised for
sale a number of times, only to be withdrawn
were sold for \$13.000 after the bedding bed
legun at \$100 for the leg.

"delible tops" at 87 and then advanced further. That is ordinarily a very favorable portent. Reading is a stock that a chart reader would say is "in the air." It has had The abrupt break that occurred in the last a ten point advance, from 48 to 58, with but one full point reaction showing on the chart.

TEXTILE'S 200 BALE COTTON SPEC. Petition in Bankruptcy Against a \$14,-000,000 Corporation.

A petition in bankruptcy has been filed against the Southern Textile Company of 27 William street by Tuttle, Flint & Nichols for the following creditors: Thomas A. Darby, \$7,962; George E. Figher, \$2,000; and Louis E. Spencer, \$317. It was alleged that the company is insolvent, that Frederick F. Guild was appointed receiver for it in New Jersey on Monday, and that an attachment has been obtained against it in this city by Bailey & Graham, cotton brokers, for \$3,017. The attachment is for balance due on 200 bales of cotton purchased on May 14 and 16, at 16.26 and 16.09 for future delivery in July, and sold on June 6 for 11.18, with a net loss to the company of \$5,015. The company had \$998 deposit and paid \$1,000 on June 50 leaving a balance due of \$3,017. The company is a New Jersey corporation organized a year ago with a capital stock of \$14,000,000 as a holding company to combine cotton goods mills in the for the following creditors: Thomas A. capital stock of \$14,000,000 as a holding company to combine cotton goods mills in the South for the sale of their product through one house in New York. E. C. Brown became president and Tracy W. Pratt vice-president and treasurer. It is said that \$000,000 of the capital stock was issued in payment for four cotton mills in Birmingham, Ala., Moorhead, Miss., Rock Hill, S. C., and Buttington, S. C. It was said here yesterday that most of the mills are closed and that outside of the bonded debt the liabilities were estimated at \$40,000 to \$50,000. to \$50,000.

NEW COTTON CORPORATION. S. F. B. Morse, Formerly Sully's Partner,

at the Head of It. Articles of incorporation of the Southern Cotton Corporation, having a capitalization of \$5,000,000 preferred stock and \$15,000,000 common, were filed at Trenton, N. J., yesterday. The par value of the preferred is \$100, but the par value of the common, which will be taken largely in the South,

which will be taken largely in the South, will be only \$20.

This is the company which has been talked about since soon after the failure of D. J. Sully & Co. for introducing improved mechanism for baling and ginning cotton, as well as a comprehensive warehouse system to enable growers to hold their cotton, if they so desire, instead of selling it in a glutted market of the early season. S. F. B. Morse, formerly of Daniel J. Sully & Co. and passenger-traffic manager of the Southern Pacific Railway, is to be the president of the new company.

ARRESTED FOR MIDVALE WRECK. Two Employees Held Accountable Are

Released on \$1,000 Ball Each. PATERSON, N. J., July 20.-William T. PATERSON, N. J., July 20.—William T. Richards, station agent, and Ernest Heller, flagmen, the two whom a Coroner's jury last Monday held responsible for the Minvale wreck on the Greenwood Lake railroad, Sunday, July 10, when sixteen persons were killed and two score injured, were arrested at their homes last night in Midvale and brought to Paterson. Both men on the advice of their counsel pleaded not guilty and were admitted to \$1,000 bail each to guarantee their appearance before Judge Scott next Friday morning, when it is likely increased bail will be asked. William Tice one of the Coroner's jury, qualified as one of the Coroner's jury, qualified as bondsman for Heller. John H. Ackerman, a liveryman, furnished bonds for Richards. They will now have to await the action of the Grand Jury in September.

Pessimistic View of the Iron Trade The Iron Age says to-day:

The Iron Age says to-day:

There is in nearly all quarters a kindly disposition to help an improvement in the iron trade along with cheerful talk. There are certainly more inquiries and there is a good deal more estimating on work than there has been, but there is very little really reliable evidence that actual orders have increased materially or that consumption is again on the upward swing. On the contrary, there are those who state emphatically that they expect a slacker month for August.

The improvement has been taking place chiefly in Wall Street. While the attention and possibly the apprehension of buyers has been aroused and the hopes of sellers have been growing, it will take more than talk to lift prices in the lines in which the markets are open or to justify those asked by pools.

Central to Build a Big Power House. Plans were filed yesterday at the Building Bureau by C. Wellesley Smith, architect of the New York Central Railroad Company, for the big power house to be built on the shore of Long Island Sound, at 149th street, to operate the electric plant which is to run the trains in the Fourth avenue tunnel. Manhattan. It is to be a three story building of ornamental brick and stone, with a frontage of 238½ feet and a depth of 166 feet, and is to cost \$450,000.

MARINE INTELLIGENCE.

MINIATURE ALMANAC THIS DAY. Sun rises.....4:45| Sun sets.....7:27| Moon sets....12:16

BIGH WATER—THIS DAT,

Sandy Hook...2:00| Gov.I'd......2:41| Hell Gate....4:34 Arrived-WEDNERDAY, July 20.

AITIVES TIEDA EDDAE, CAR ST.
Sa Oceanic, Liverpool, July 13.
Se Aurania, Liverpool, July 12.
Ss Ocean Monarch, Glasgow, July 7.
Sa Hellos, Shields, July 7.
Ss Yucatan, Colon, July 18.
Sa Ask, Kingston, July 10.
Se Manganares, Cludad Bolivar, July &.
Sa Comanche, Jacksonville, July 17.
Sa Nueces, Galveston, July 18.
Ss El Norte, Galveston, July 14.
Se City of Columbus, Savannah, July 18.
Se Jamestown, Norfolk, July 19.
Ss Monroe, Norfolk, July 19.
Sa Katahdin, Georgetown, S. C., July 16.
Ss Benefactor, Philadelphia, July 19.
Ss Bluefields, Baltimore, July 18.
Ship Nerelde, Hamburg, June 8.

Ss Ethiopia, from New York at Glasgow. SAILED FROM PORRION PORTS.
Ss Teutonic, from Liverpool for New York.

v	OUTGOING STRAMSHIPS.	
	Sal To-day.	1.5
	Mags	Vessels
-3	Close.	Sall.
ωĝ	La Savele, Havre 7 00 A M	10 00 A M
•	Hamburg, Hamburg	12 00 M
	Barbarossa, Bremen	11 00 A M
•	Slavonia, Mediterranean	3 00 P M
	Monterey, Havana 800 A M	11 00 4 0
	Nlagara, Tampico 12 00 M Roman Prince, Pern'buco . 11 80 A M	3 00 P M 3 00 P M
•	Soldier Prince, Argentine . 12 00 M	3 00 P M
	El Dia, Galveston	3 00 P M
	City of Macon, Savannah	8 00 P M
	Monroe, Norfolk	8 00 P M
1	Sall To-morrow.	
- 1	Cedric, Liverpool	1 00 P M
Sc.	Orizaba, Nassau 13 00 M	3 00 P M
1	Finance, Colon 9 80 A M	1 00 P M
	Valencia, Hayti 9 80 A M	12 00 M
5.3	Comal, Brunswick	8 00 P M
-	Comanche, Charleston	3 00 P M
	City Birmingham, Sav'nh	3 00 P M
•		3 00 P.M
•	Sall Saturday, July 23.	
7	St. Louis, Southampton. 600 A M	9 80 A M
	Finland, Antwerp 8 30 A M Etruria, Liverpool 6 30 A M	10 80 A M
t	Etruria, Liverpool 6 30 A M Columbia, Glasgow 12 30 P M	10 00 A M
	Mesaba, London	9 00 A M
٦,	Graf Waldersce, Hamb's	2 00 P M
	Silvia, Newfoundland 7 80 A M	10 00 A M
	Caracas, Veneguela 8 30 A M	12 00 M
	Altal, Jamaica 9 80 A M	12 00 M
	Morro Castle, Havana 10 00 A M	1 00 P M
	Olinda, Matanzas 12 80 P M	8 00 P M
•	C'y of Columbus, Savan'h	3 00 P M 3 00 P M
	Princess Anne, Norfolk	300 P M
•	El Rio, New Orleans	300 P M
	San Jacinto, Galveston	3 00 P M
1	Dan Anciero and Annie An	- JO P M
	INCOMING STRAMSHIPS.	
	Due To-day.	
i		7
	Arkansas	July 12

Due Monday, July 25.
Lendon
Answerp

Due Friday, July 22 Due Sunday, July 24.

AFTER INSURANCE EXCHANGE.

NEWARK SEEKS TO PROVE FIRE COMBINE ILLEGAL.

City Attorney Will Begin Suit to Show That the Newark Bedy Should Be Dissolved as Operating to Raise Rates -Many Large Companies Interested. Suit against the Fire Insurance Exchange

of Newark will be formally begun next Monday by City Attorney Malcolm MacLear, as an individual, but really acting as the agent of the city. He will attempt to show in the Court of Chancery that the exchange is a monopoly and tends to kill competition and that it is an illegal body. A few weeks ago Mayor Henry M. Dore mus, after examining the annual budget of the Board of Education, in which several

thousands were set aside for fire insurance premiums, ordered that the schools be not insured for the present, in order that, if possible, a better rate might be obtained. He argued that there was very little danger of a school being burned up, anyway; that there had not been a serious fire in a Newark public school in many years and that by refusing to take insurance with any company or companies the latter might be brought to give better terms.

Apparently the companies have not reduced their rates on schoolhouses. In preparing his bill of complaint Mr. MacLear has gone into the subject exhaustively. The bill not only attacks the legality of the local fire insurance com-

panies and the establishment of the ex-change to regulate and fix rates of fire insurance in the district, but it also aims to

change to regulate and fix rates of fire insurance in the district, but it also aims to stop the forming of combinations among these companies to keep up rates, a practice that is common throughout the country. The City Attorney will ask that the Court of Chancery dissolve the Newark Fire Insurance Exchange and declare null and void the contract which has been entered into between that body and all the insurance companies that are qualified to do business in New Jersey and which have offices or agencies in the district governed by the exchange.

Nearly all the leading fire insurance companies in the United States, as well as a number whose home offices are outside of the country, are interested in this suit.

There are seven New Jersey insurance companies operating in the district over which the exchange has control. They are: Firemen's Insurance Company of Newark, N. J.; American Mutual Insurance Company, Newark Fire Insurance Company of New Jersey, Federal Insurance Companies in the New Brunswick Fire Insurance Company of New Jersey, Federal Insurance Companies who are also members of the exchange, some are among the most prominent companies in the world, including many in England and Germany, as well as the leading companies in New York and the West.

It was intended that Mr. MacLear should file his bill of complaint with Attorney-General Robert H. McCarter yesterday. It was intended that Mr. MacLar should file his bill of complaint with Attorney-General Robert H. McCarter yesterday. Manager John M. Hughes of the Newark Fire Insurance Exchange, when notified to attend the hearing in the Attorney-General's office, expressed his surprise that such a suit was to be instituted, and asked that the hearing be postponed. The whole matter will therefore rest until next Monday afternoon at 2 o'clock.

FIFTH AVENUE CORNER SOLD. Robert Scoville Lets a 83d Street Plot Go for \$850,000-Vanderbilt Buyer? One of the largest and most valuable

properties in the residence part of Fifth properties in the residence part of Fifth avenue known to be on the market was reported sold yesterday by the brokerage firm of Henry D. Winans & May. It is the southeast corner of Fifth avenue and Fifty-third street, comprising four old-fastioned dwellings. The site measures 60 feet on the avenue and 125 on the street. The property, which belonged to Robert Scoville, brought about \$850,000 in the sale. The brokers declined to disclose the name of their client. Several purchases have been made in

the neighborhood by members of the Van-derbilt family in the last year or two with a view to preserving its exclusive residential character.

EXCURSIONS. NFORMATION

SON STEAMBOAT	R
CONEY ISLAN	ğ
They cannot burn! They cannot LANDING at the centre of the great new and stellar attractions.	sink:

Including Admission Round Trip Tickets, STEEPLECHASE PARK) 25c. Including Admission LUNA PARK and STEEPLECHASE PARK) 80c.

SPECIAL TRIPS TO-DAY.
Leave FOOT 22D ST., North River, 9:00, 10:30, 11:30 A. M., 12:00 M., 1:00, 1:45, 2:30, 8:15, 4:30, 5:00, 6:00, 7:00, 8:50, 9:30 P. M.
Leave Pier (New) No. I., Half hour later.
New IRON PIER, Coney Island, 10:40, 1:40, 8:40, 1:40, 2:40, 3:25, 4:10, 4:55, 5:40, 6:40, 7:40, 8:40, 9:40, 10:40 P. M. STEAMER TAURUS will make trips every day TO FISHING BANKS, Leave E. Stat St. 7:30 A. M.: Pier (New) No. 1, N. R., 8:30 A. M. Batt and tackle on board. Fare: Gentlemen, 75c.; Ladies, 56c.; Children, 25c.

Dreamlana

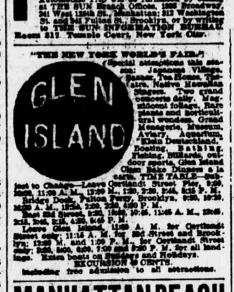
Including Admission to DREAMLAND Leave W. 128th St. every hour, 9 A. M. to 8 P.M. Leave W. 128th St. hourly on the half hour, 9:30 A. M. to 8:50 P. M. Leave Battery every hour, 10:10 A. M. to 8:10 P. M. A. M. to 9:10 P. M.
Last boat leavee Dreamland 11 P. M.
Round trip from W. 120th St., 26 ceats.
Round trip from W. 22d St. and Battery, 25 centaIncluding admission to Breamland.

ATLANTIC CITY Special MIN \$2.50 Sunday, July 24 Forty Jake A. M. Arrive **New Jersey Central**

ROCKAWAY BEACH VIA LONG MILAND BAILBOAD. Trains leave N. Y., foot H. Sath et., week days, s.d. 6:30, 6:20, 8:20, 8:20, 10:28, 10:28, 10:28 M., 13:30 (]. Saturdays only), 1:20 (1:20 Saturdays only), 2:30 (8:20 Saturdays only), 4:30, 8:30, 8:40, 9:30 Middle 8:40 (8:20 Saturdays only), 10:30 P. M., 13:30 Middle 8:40 (8:20 Saturdays only), 10:30 P. M., 13:30 Middle 8:40 (8:20 Saturdays only), 10:30 P. M., 13:30 Middle 8:40 Middle 8

WEST POINT, N. Y., July 20, 1804—Scaled proposals, in triplicate, will be received here until
17 o'clock noon, August 8, 1804, for the Construction of 8 Boiler and Mechanical Parts Fract,
The U. S. reserved the first to the Contraction of a proposals of the Construction of a Boiler and Mechanical Parts
The U. S. reserved the first to the Contraction of the Construction of the Contraction of the Construction of

NFORMATION



Via L. I. R. R.; Leave N. Y., foot of E. 84th st. 5:30, 6:50, 7:40, 9:20, 11:30 A. M., 12:10 (12:40 Race Days), and half hourly from 1:10 to 3:40, 4:20, 6:10, 5:50, 6:40, 7:10, 7:40, 8:10, 6:40, 9:30 and 10:50 P. M. Trains stop at Manhattan Crossing (E. N. Y.) about 25 min. after 34th st. time. Separate table Sunday.

Via B. R. T. ELEVATED TRAINS: Leave Brooklyn side of Bridge 850, 815 A. M. and half hourly from 480 to 8:60 P. M. Leave N. Y. (Park Row) half hourly from 9:86 A. M. to 3:36, and 4:01 P. M. and 7:06 to 10:36 P. M. Separate table Saturday.

Via 39TH ST. (BROOKLYN) FERRY: Leave Whitehall st. 730 A. M., and every minutes to 9:40 P. M.

LEHIGH VALLEY BELLEWOOD 75 C. EVERY
NEW MOUNTAIN 75 C. EVERY
SUNDAY.
EXCURSION RESORT.
BAND CONCENT. AMUSEMENTS.
OLD FASHIONED COUNTRY DINNER, 50c.
Special train leaves West 23d St. 5:55 A. M.:
Cortlandt and Desbrosses Sts. 9:00 A. M.; Fulton St., Brooklyn, 8:46 A. M.; Jersey City
(Penna. Sta.), 9:29 A. M.

MAUCH CHUNK \$1 50 JULY
GLEN ONOKO
Special train leaves West 23d St. 8:25 A. M.;
Cortlandt and Desbrosses Sts. 8:30 A. M.; Fulton St., Brooklyn, 8:15 A. M.; Jersey City
(Penna, Sta.) 8:50 A. M.

NEWPORT \$1.50 EVERY SUNDAY, I. I. R. R. AND PAST NORWICH LINE STEAMER "CHESTER W. CHAPIN." Special express train will leave foot of E. 34th st., N. Y., 8:20 Brooklyn. F. B. ave., 8:15; Bedford, 8:20 A. M. Tickets on sale at L. I. R. R. ticket offices commencing of Friday. Right is reserved to postpone the excursion and redeem tickets. ickets. Staterooms, music and refreshments on steamer

WEST POINT, NEWBURGH & POUGHKEEPSIE

Z-----------------

UP THE PICTURESQUE HUDSON
Grand Daily Outings (except Sunday)
By Palace Iron Day Line Steamers
"NEW YORK " and "ALBANY."
From Brooklyn: Fulton St.. (by Annex) 8:00 A.M.
" New York Desbrosses St. Pier. 8:40 "
" West 22d St. Pier. 9:00 "
" West 22th St. Pier. 9:00 "
Returning due in New York 5:39 P.M."
MORNING AND AFTERNOON CONCERTS.

SEEING The delightful trips of The Yaoht Clifton around New York are abmew YORK solutely devoid of danger—sail of about three hours. Leaves foot of YACHT West 22d St. (Albamy Day Line Pier, at 10 A. M. and 2:30 P. M. AND Round trip, \$1.00. Expert lecturer points out a thousand points of interest en route. Yacht tickets for saie at all Hotel Newstands. "Seeting New York Automobiles." the ONLY Starting Point Fifth Avenue Side Finting Building. 10 A. M.: 2 P. M. and 4 P. M. Dally and Sunday. Tel. Calls, 4944—4945 Grametry.

Deep sea fishing daily, Al. Foster's iron steamer Angler. Pare, 75c.; iadies, 50c. Leaves 22d st., E. R., 7:15 a. m.; Battery Landing, 8:06.

OCEAN STEAMERS

AMERICAN LINE.

PLYMOUTH—CHERBOURG—SOUTHAMPTON. Sailing Saturdays, 9:30 A. M. Pier 15, N. R. Finland July 23, 10:30 A. M. St. Paul ... Aug. 6 New York ... July 30 Philadelphia ... Aug. 13 ATLANTIC TRANSPORT LINE. NEW YORK—LONDON DIRECT.
MESABA
MINNETONKA
JULY 23, 0 A. M
MINNETONKA
JULY 30, 7:30 A. M
MINNETONKA
AUG. 6, NOON
MINNEAPOLIS
AUG. 18, 7 A. M

RED STAR LINE. NEW YORK—ANTWERP—PARIS.
Salling Saturday at 10:30 P. M., Pier 14, N. R.
Finland ... July 28 Kroonland ... Aug. 6
Vaderland ... July 30 Zeeland ... Aug. 13
SPECIAL NOTICE—Commencing Aug. 6, the
large new twin-screw steamships of the Red Star
Line will call at Dover, England, both East and
West bound.

WHITE STAR LINE. NEW YORK—QUEENSTOWN—LIVERPOOL.
Salling Wednesdays and Fridays, Pier 45, N. R.
Oedrio... July 22 1 P. M. Teutonic. Aug. 8, 10 A.M.
Oceanic... July 27, 5 P. M. Celtic... Aug. 5, 100 A.M.
Oceanic... July 29, 6 A.M. Halitc... Aug. 10, 4 P.M.
NEW SERVICES FROM HOSTON.
Fast Twin-Screw Steamers
of 11,400 to 15,000 tons.
BOSTON—QUEENSTOWN—LIVERPOOL.
Cretic... July 28 | Republic.... Aug. 11
BOSTON DIRECT TO THE
MEDITERRANEAN AZORES.

Hamburg-American. Semi-Weekly Twin-Serew Service.

POR PLYMOUTH, CHERBOURG, HAMBURG.
Hamburg...July 21. noon 'Deutschi'd.Aug. 4,10AM.
[Walderse. July 22. 2 PM | [Pennsylvania-Aug. 6,10AM]
[Walderse...July 20. 7 AM | [Patricla. Aug. 18,6:20AM]
[Bulgaria...July 20. 7 AM | Hamburg. Aug. 18, 11AM]

"Grillroom and 'Gymnasium on board.

[Will call at Dover for London and Paris. Mediterranean Service.

New Tork.—Naples—Genea.

By superb New Twin-Screw Steamers.

PirstCabin. 506 and 975. Upward.

According to Season.

HAMBURG-AREBICAN LINE.

Offices, 35 and 87 Broadway. Piera, Hoboken, N. J NORTH GERMAN LLOYD S. S. PLYMOUTH—CHERBOURG—BREMEN.
Kronprins Ju 32.20 PM Emprins Aug. 22, 1 PM
K. Wm. II., Aug. 9, 1 PM
Kaiset... Aug. 18, 10AM
GELRICHS & CO., 5 Broadway, N. Y.

ANCHOR LINE GLASGOW VIA LONDONDERRY.
Columbia. July 28, 8 PM Furnessia...Aug. 6, neon
Anchoria...July 20, neon Ethiopia...Aug. 13, neon
First salcon, 80 and up.
Second salcon, 55 and up; third class, 512 and 514.
For illustrated Book of Tours apply to
HENDERSON BROTHERS, 17 and 19 Broadway. MILLAND-AMERICA LINE

OLD DOMINION LINE.

Por Oid Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va., connecting for Potensburg, Richmond, Virginia Besoh, Washington, D. C., and easiles South and West.

Froight and passenger steamers sail from Pice R. N. R., foot Beach &t., every week day at F. M. R. B. WALKER, Vice-President & Traffic Manager. Delightful ocean voyages to ports of Trans Georgie, Fiorida Tobbes of Trans Colored Marion California Harden Colored Marion California Marion California Marion California Marion California Marion California Ca

INFORMATION

PENNSYLVANIA RAILROAD.

STATIONS foot of West Twenty-third Street and Desbrosses and Cortlandt Streets.

LET The leaving time from Desbrosses and Cortlandt Streets is five minutes later than that given below for Twenty-third Street Station.

*7.55 A. M. CHICAGO SPECIAL.

*10:25 A. M. THE PENNSYLVANIA LIMITED.—
25 hours to Chicago.

*1.55 P. M. CHICAGO AND ST. LOUIS EXPRESS.

*5.55 P. M. ST. LOUIS EXPRESS.

*6.55 P. M. PLOFIC EXPRESS.

*6.55 P. M. PITTSBURG SPECIAL

*6.55 P. M. PITTSBURG SPECIAL

*6.55 P. M. PITTSBURG SPECIAL

*6.55 *6.25. *6.25. *6.25. *6.25. *6.25.

*6.25 *Congressional Limited 7. *2.26. *6.25. *6.25.

*6.25 *4.25. *6.25 *72.5 *Congressional Limited 7. *3.25. *6.25. *6.25. *6.25.

*8.25. *4.45. *4.25. 9.25 P. M., 12:10 night.

SOUTHERN RAILWAY—\$2.25. *6.25 P. M., 12:10 A. M., daily.

ATLANTIC COAST LINE—9:25 A. M., and 9:25

TLANTIC COAST LINE -9:25 A. M., and 9:25 SEABOARD AIR LINE. -12:25 P. M. and 12:10 A. M. ORFOLK AND WESTERN RAILWAY .- 8:25 P M. NORFOLK AND WESTERN RAILWAY.—8:25 P M. daily.
CHESAPEAKE & OHIO RAILWAY.—7:55 A. M. week-days, 4:55 P. M. daily.
FOR OLD POINT COMFORT and NORFOLK.
—7:55 A. M. week-days, 8:25 P. M. daily.
ATLANTIC CITY.—8:56 A. M. and 2:55 P. M. week-days. Sundays, 7:55 A. M.
CAPE MAY.—12:55 P. M. week-days.
LONG BRANCH, ASBURY PARK (North Asbury Park Sundays), and Point Pleasant, 7:40, 8:55 A. M., 12:26, 12:55 (Saturdays only, 2:25, 2:55, 3:25, 4:25 (except Long Branch), 1:26 (Saturdays only), 2:25, 2:55, 3:25, 4:25 (except Long Branch), 4:55, and 6:56 P. M. week-days. Sundays, 8:26, 9:36 A. M., and 4:56 P. M.
From Desbrosses and Cortlands Streets only 3:30 A. M.

FOR PHILADELPHIA.

3:30 A. M.

FOR PHILADELPHIA.

6:05, 7:25, *7:35, 8:25, 8:55, *9:25, *10:25, *10:55, 11:55A. M., 12:25, *12:55, *1:55, 2:10, 2:55, *8:26, 8:25, 4:25, *4:25, *4:25, *12:55, *1:55, 2:10, 2:55, *8:26, 8:25, 4:25, *4:25, *4:25, *12:55, *15, *12:10, *12:10 night week days. Sundays 6:06, *7:25, 8:25, *9:25, *19:35, *55, *10:25, *1

TERBURY. J. R. WOOD, eral Manager. Pass'r Traffic Manager. GEO. W. BOVD General Passenger Agent.

STEAMBOATS.

BOSTON AND POINTS IN NEW ENGLAND PUNIUM

FALL RIVER LINE for Newport, Fall River,
Boston and all Eastern and Northern Points.
Steamers PRISOILLA and PURITAN. Orchestra
on each. Leave Pier 19, N. R., foot of Warren St.,
week days and Sundays at 5:30 P. M.
PROVIDENCE LINE for Providence. Boston,
North and East. Steamers PILGRIM and CONNECTICUT, Orchestra on each. Leave Pier 18,
N. R., foot durray St., week days only at 6 P. M.
NORWICH LINE for New London, Block Island,
Norwich, Stonington, Watch Hill, Narragansett
Pier, Worcester, Boston, North and East. Stra.
CITY OF LOWELL & CHESTER W. CHAPIN Lve,
Pier 40, N. R., ft. Clarkson St., week days only,
6:00 P. M.

Pier 40, N. R., ft. Clarkson St., week days only, 6:00 P. M.

NEW HAVEN LINE for New Haven, Springfield and North. Week days. Steamer RICHARD FECK ivs. Pier 20, E. R., 2:45 P. M.; foot E. 8:154 St., 3:00 P. M. Steamer NEW HAMPSHIRE Ivs. Pier 20, E. R., 12:00 night. Sundays RICHARD PECK Ivs. Pier 20, E. R., 2:30 night. Sundays RICHARD PECK Ivs. Pier 20, E. R., 4:20: foot E. 8ist St., 10:00 A. M.; return, due New York 8:45 P. M.

Tickels and staterooms all Lines, at 118, 281, 672, 1185, 1564 Broadway, 25 Union Square, 182 5th Avenue, 245 Columbus Avenue, 278 W. and 153 B. 128th Street, New York; 4 Court, 800 Fulton Street, 300 Broadway, Brooklyn, and at Piers.

STEAMER MARY POWELL Leaving Desbrosses St. at 3:15 P. M. (Saturdays, 1:45 P. M.); W. 22nd St. 2:30 P. M. (Saturdays, 2 P. M.); 29th St., on Saturdays only, 2:20 P. M. For Highland Palls, West Point, Cornwall, Newburg, New Hamburg, Milton, Poughkeepste, Ecopus, Rondout and Kingston. Orchestra on board.

HE FAST MODERN STEAMERS OF THE MAINE STEAMSHIP CO. PORTLAND LINE,

IS A COOL, REFRESHING.
SHORT OCEAN VOYAGE.
White Mountains, Bar Harbor, Hallfax, easily reached from Portland. Round trip tickets limited for use within ten days, \$7.00 eachs. Illustrated descriptive booklet containing list of tours, summer boarding houses and hotels in this healthful territory, free at toket office, 200 Broadway, cor. Reade St., and Pier (New) \$2 East River, New York, or by mail. Telephone, 1200 Orchard.

Catskill Evening Line.

For Catskill Evening Line.

For Catskill and Catskill Mountain Points, Hudson and the Berkshires, Colsackie and way landings. Steamer KAATERSKILL or ONTEORA week days, 6 P. M., from Christopher St., 7 P. M. from West 129th St.

Extra boat (ONTEORA) Saturdays, 1:30 from Christopher St., 1:50 from West-129th St., for Catskill, Hudson, by annex, and Malden.

Special trains for Cairo, Palenville, Otis Summits, Haines Corners and Tannersville.

Dining Rooms on Main Dock.

Illustrated Folder Mailed Free.

NEW YORK-ALBANT
New C. W. Mores, Sailing on odd
dates in July, and Adirendack.
ALTERNATING DALLY AND SUMDAY.
PLENDID ACCOMMODATIONS. OROHESTRA.
Neve Pier RI, N. R., foet of Canal St., S P. M. Dicitrali connection at Albany with express trains DATTEN

500.—LONG BRANCH AND BACK—600.
800.—ASBURY PARK AND BACK—600.
WEEK DAYS.
Leave Bloomfield St., N. R., (3 blocks below We 14th St. Perry), 8:00, 8:35, 11:00 A. M., 2:40 P. M. Saturday—8:00, 8:55 A. M., 12:45, 2:40 P. M. Lv. Battery 8:35, 9:20, 11:30 A. M., 3:10 P. M. Saturday—8:35, 9:20 A. M., 1:15, 3:10 P. M. TROY LINE.

Str. "City of Troy" or "Saratoga" leave Pier & N. R., West 16th St., Dally (except Saturday), a P. M. Sunday—STEAMERS TOUCH AT AL BANY. Direct railroad connections made at Troy for all resorts North and East, Phone 1208—Spring Dining-rooms on Main Deck. Searchlight. Coursion: Trey, \$2.50. Saratoga, \$4.50, Lake George, \$6.30; Wilmington, Vt., \$5.50. Send for Becklet Excursion Tours.

JOY LINE. PROVIDENCE, \$2.00 EVERY WEEK DAY MOST DELIGHTFUL TRIP IN AMERICA. BLOOK ISLAND. ORIENT. GREEN-PORT. SHELTER ISLAND AND SAG HARBOR.

Steamers leave Pier 18. E. R., N. Y., near Wall st., week days, except Saturdays, \$20 P. M.; Saturdays, 1 P. M. MONDAYS, EXTRA TRIP, 8 A. M., FOR SAG HARBOR.

OCEAN STEAMERS. CUNARD LINE To Liverpeal, via Queenstewn.
From Piers 5: 52. Rorth River.
Biruria...July 28, 19 AM | Campania...Aug. 28, 8 AM
Lucania...July 30, 8 AM | Etruria...Aug. 20, 10 AM
Umbria...Aug. 8, 10 AM | Lucania...Aug. 27, 7 AM

ENFORMATION

"AMERICA'S "GREATEST" RARBOAD! THE SIX-TRACK TRUNK LINE

THE SIX-TRACK TRUNK LINE

VIA NIAGARA FALLS.

Trains depart from Grand Contral Station, 6d street, New York, as below:

North and west bound trains, except those leaving at 8:30 A. M., 2:45, 3:30, 11:30 P. M., will stop at 125th street to receive passengers ten minutes after leaving Grand Central Station.

12:10 A. M.—MIDNIGHT EXPRESS.

12:50 A. M.—TADIRONDACK & 1000 IDS. SPL.

8:30 A. M.—TADIRONDACK & 1000 IDS. SPL.

8:30 A. M.—TAST MAIL—2:4 bours to Chicago.

8:45 A. M.—TAST MAIL—2:4 bours to Chicago.

8:45 A. M.—TAST MAIL—2:4 bours to Chicago.

8:46 A. M.—TAST MAIL—1:4 bours to Chicago.

8:46 A. M.—SARATOGA & MONTREAL SPECTS.

1:50 P. M.—SOUTHWESTERN LIMITED.

1:50 P. M.—SOUTHWESTERN LIMITED.

1:50 P. M.—SARATOGA LIMITED.

2:45 P. M.—The 20th CENTURY LIMITED.

3:30 P. M.—SARATOGA LIMITED.

3:30 P. M.—S

(New York Central & Hudson River R. R., Lessea.)
Trains leave Franklin st. Station, New York as
follows, and 15 min. later foot West 42d st., N. S.,
19:40 A.M.—Catskill and St. Louis Limited.
12:45 F.M.—Rip Van Winkle Flyer.
1:100 F.M.—Chlesgo Express.
2:25 F.M.—Unit. Lim. for Detroit, Chi. & St. Ressa.
16:20 F.M.—Uniter Express.
16:20 F.M.—For Roch., Buffalo, Clevel'd & Chleage.
16:00 F.M.—Roch., Buffalo, Detroit & St. Louis.
16:04 F.M.—For Syra., Roch., Nia. Fails, Det. & Chi.
18:06 F.M.—For Syra., Roch., Nia. Fails, Det. & Chi.
18:06 F.M.—For Syra., Roch., Nia. Fails, Det. & Chi.
18:06 F.M.—Sor Syra., Roch., Nia. Fails, Det. & Chi.
18:06 F.M.—Sor Syra., Roch., Nia. Fails, Det. & Chi.
18:07 F.M.—Sor Syra., Roch., Nia. Fails, Det. & Chi.
18:08 F.M.—Go. Syra., Roch., Nia. Fails, Det. & Chi.
18:08 F.M.—Go. Syra., Roch., Nia. Fails, Det. & Chi.
18:08 F.M.—Go. Syra., Roch., Nia. Fails, Det. & Chi.
18:08 F.M.—Go. Syra., Roch., Nia. Fails, Det. & Chi.
18:08 F.M.—Go. Syra., Roch., Nia. Fails, Det. & Chi.
18:08 F.M.—Go. Syra., Roch., Nia. Fails, Det. & Chi.
18:08 F.M.—Go. Syra., Roch., Nia. Fails, Det. & Chi.
18:08 F.M.—Go. Syra., Roch., Nia. Fails, Det. & Chi.
18:08 F.M.—Go. Syra., Roch., Nia. Fails, Det. & Chi.
18:08 F.M.—Go. Syra., Roch., Nia. Fails, Det. & Chi.
18:08 F.M.—Go. Syra., Roch., Nia. Fails, Det. & Chi.
18:08 F.M.—Go. Syra., Roch., Nia. Fails, Det. & Chi.
18:08 F.M.—Go. Syra., Roch., Nia. Fails, Det. & Chi.
18:08 F.M.—Go. Syra., Roch., Nia. Fails, Det. & Chi.
18:08 F.M.—Go. Syra., Roch., Nia. Fails, Det. & Chi.
18:08 F.M.—Go. Syra., Roch., Nia. Fails, Det. & Chi.
18:08 F.M.—Go. Syra., Roch., Nia. Fails, Det. & Chi.
18:08 F.M.—Go. Syra., Roch., Nia. Fails, Det. & Chi.
18:08 F.M.—Go. Syra., Roch., Nia. Fails, Det. & Chi.
18:08 F.M.—Go. Syra., Roch., Nia. Fails, Det. & Chi.
18:08 F.M.—Go. Syra., Roch., Nia. Fails, Det. & Chi.
18:08 F.M.—Go. Syra., Roch., Nia. Fails, Det. & Chi.
18:08 F.M.—Go. Syra., Roch., Nia. Fails, Det. & Chi.
18:08 F.M.—Go. Syra., Roch., Nia. Fails, Det. & Chi.
18:08 F.M.—Go. Syra., Roc READING SYSTEM NEW JERSEY CENTRAL R. R.

NEW JERSEY CENTRAL R. R.

Liberty Street and Seuth Ferry (Time from South Ferry from inutes carlier than abown below.)

EASTON. BETHLEHEM, ALLEWYOWN AND MAUD. BETHLEHEM, ALLEWYOWN AND MAUGH. CHUNK.—4106 (7:15 Easton only) 9:10 A. M., 120, 4:0, 5:00 (6:45 Easton only) P. M. Sundaya 8:25 A. M., 100, 5:20 P. M. WILKESHARRE AND SORANTON.—8:500, 6:10 A. M., 5:00 P. M. Sundaya, 8:25 A. M., 100 P. M. AND BARNEGAT.—2:4:00, *9:40 A. M., 1:100 P. M. AND BARNEGAT.—2:4:00, *9:40 A. M., 1:100 P. M. Sundaya, 9:40 P. M. AND BARNEGAT.—2:4:00, *9:40 A. M., 1:1:30 P. M. VINELAND AND BRIDGETON.—1:4:00 A. M., 1:1:30 P. M. VINELAND AND BRIDGETON.—1:4:00 A. M., 1:1:30 P. M. Sundaya, 9:40 P. M. ATLANTIO CITY.—9:40 A. M. 15:40 P. M. VINELAND AND BRIDGETON.—1:4:00 A. M., 1:1:30 P. M. SUNDAYA, 9:500 P. M., 1:2:30 A. M., 1:2:30, 1:30,

W. G. BESLER,
Vice-Pres. and Gen. Mgr. Gen. Pass'y Ags

BALTIMORE AND OHIO RAILROAD ROYAL BLUE TRAINS
"EVERY OTHER HOUR
ON THE EVEN HOUR."
TO BALTIMORE and WASHINGTON

Leave South Ferry 6 minutes earlier.

Lv. Liberty street, 8:00 am, Except Sun. Buffet.

10:00 am, Dally. Diner.

12:00 noon, Dally. Diner.

12:00 pm, Dally. Diner.

Reyal Limited! 4:00 pm, Dally. Diner.

10:00 pm, Dally. Diner.

10:00 pm, Dally. Diner.

10:00 pm, Dally. Diner.

10:00 pm, Dally. Buffet.

10:10 pm, Dally. Buffet.

New York and Boston All Rall.

N. Y., N. H. & H. R. R. and connections.

From Grand Central Station.

By Way of

8:00 A.M. By Way of

8:00 A.M. Springfield and Worcester.

8:00 A.M. Springfield and Worcester.

8:00 A.M. Springfield and Providence.

8:00 P.M. Springfield and Providence.

8:00 P.M. Springfield and Worcester.

8:00 P.M. Springfield and Worcester.

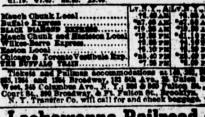
8:00 P.M. Springfield and Providence.

8:00 P.M. New London and Providence.

8:00 P.M. Springfield and Worcester.

8:

LEHICH VALLEY.



Lackawanna Railroad.

Leave New York, foot Barclay and Christopher Sta.

18:00 A.M.—Per Binghamton and Syracuse.

10:00 A.M.—Per Bufalo, Chicago and St. Lovis.

11:00 P.M.—Pecono Mt. Special.

11:40 P.M.—Fer Bufalo and Chicago.

14:00 P.M.—Fer Bufalo and Chicago.

16:10 P.M.—Fer Bufalo and Chicago.

16:10 P.M.—Fer Bufalo and Chicago.

16:10 P.M.—Fer Bufalo, Syracuse, Richfield Spring.

200 A.M.—Per Chicago.—Sleepers open at 9 P. M.

Tokets, 149, 429, 1183, 1434 Broadway, N. Y.; 330

Pulton st., Brooklyn. Dally. Texcept Sunday.

xThursdays, Fridays and Saturdays.

NEW YORK ONTARIO & WESTERN RY Lvs. Prankith St.

12:15 A.M. Local Train 12:20 A.M.

7:45 A.M. Day Express to Cowego 8:00 A.M.

7:45 A.M. Day Express to Cowego 8:00 A.M.

7:45 A.M. Liberty Express 12:00 aces.

11:40 A.M. Liberty Express 12:00 aces.

11:40 A.M. Express to Norwich 12:15 P.M.

12:45 P.M. Saturdays to Rockland 12:15 P.M.

3:25 P.M. Express to Rockland 8:45 P.M.

13:46 P.M. Western Express 10:00 P.M.

7:54 P.M. Western Express 10:00 P.M.

8:55 P.M. Saturdays only 10:10 P.M.

13:40 P.M. Saturdays only 10:10 P.M.

14:40 P.M. Western Express 10:00 P.M.

15:40 P.M. Western Express 10:00 P.M.

16:40 P.M. Western Express 10:00 P.M.

16:40 P.M. Western Express 10:00 P.M.

STEAMBOATA.

HARTFORD LINE